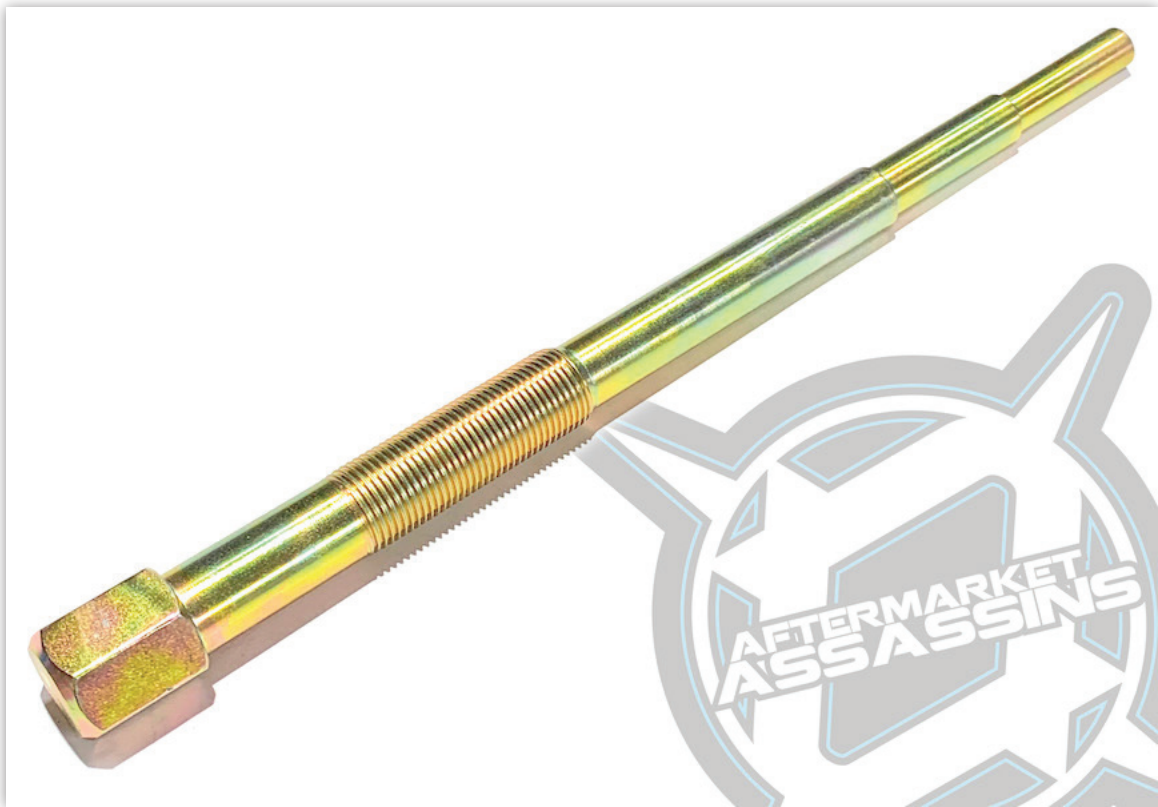




PRIMARY CLUTCH PULLER INSTRUCTIONS

Thank you for purchasing your clutch puller from AA! This is the toughest clutch puller on the market and we won't sell anything else. When removing a clutch it's important to have the best tool possible, as bending or breaking a tool can make for some big trouble. Here are some tips and instructions for using our primary clutch puller.

- Remove your factory primary clutch bolt
- Put a dab of grease on the tip of the puller, and on the threads of the clutch puller. This helps to lube the surfaces and drive the puller further, with less resistance. If you don't have grease, a little lubricant(WD-40 or similar) of any type is better than nothing.
- Thread the clutch puller in by hand a few turns
- Use an impact and the correct socket size for your puller to thread the puller in. Make sure your impact is high torque and powerful enough for this job.
- The clutch should pop off somewhat easily with the right impact.
- If the clutch does not pop off, drive the puller as far as it will go. You can then CAREFULLY hit the puller with a hammer on the sides and on the back of it. Now drive the impact in further. Continue this until the clutch pops off. Some can be stubborn.
- If you don't have an impact wrench you can most times use a clutch holding tool or pry bar through the clutch, then use a breaker bar to tighten the puller.
- If you have a REALLY stubborn one we suggest going to drive the machine to get heat into the crank/clutch then try again.



*** If you have a Polaris P90X Clutch, you need to remove the black center post out of the clutch***
Do this by removing the 6 bolt spring cover(slight spring pressure, can do by hand), then use your hand or pliers to remove the center black post. You can then insert the puller and pull the clutch.